

TONOPAH DAILY BONANZA

Published every evening, Sunday excepted, by the Tonopah Bonanza Printing Co., Incorporated.

MEMBER ASSOCIATED PRESS

MEMBER NEVADA PRESS ASSN

W. W. BOOTH, EDITOR AND MANAGER

TO SUBSCRIBERS

Parties who do not receive their papers, or who have any cause for complaint will oblige The Bonanza by notifying this office.

REWARD

A reward of \$10 will be paid for information that will lead to the arrest and conviction of parties stealing The Bonanza from subscribers.

Terms of Subscription by Mail for Daily Bonanza:

One Year	\$12.00	Three Months	\$3.00
Six Months	\$6.00	One Month	.50
Delivered by Carrier, \$1.25 per Month.			

No advertising cut, one square inch or smaller, will be accepted unless made of metal. No wood base cuts this size will be used. Wood cuts are dangerous to forms and press.

All legal advertisements will be charged at the rate of \$1.00 per square for the first insertion. There will be no exception to this rate. No affidavit of publication will be made until the advertisement is paid for.

Entered at the postoffice at Tonopah as second class matter.

DAY OF PROTEST

FROM all indications the Labor day of 1916 will be a vivid scarlet letter period in the history of American transportation, carrying down with it every form of labor. It matters not if the demands of the railroad brotherhoods are met under protest to avert a calamity or whether the nation enters on a struggle that will carry with it awful consequences to millions and millions of innocent people. The day set apart for honoring labor in the year of our Lord 1916 will stand forth silhouetted with cameo distinctness as the anniversary of the culmination of one of the most terrifying struggles ever undertaken by human agency. Congress may avert the crisis or the day may be postponed, but at this writing there does not appear that anything short of a miracle will bring together the dislocated amity that formerly bound railroad employees and railroad executives. Congress may enact an eight hour day, but that will not determine the question. Should it be decreed that eight hours is sufficient for the man at the throttle, or on the footboard, or engaged in the less arduous or hazardous occupation of collecting tickets or checking waybills, it will require something more than a political pull and presidential aspirations to convince the millions of working people not affected by the law that they are not equally entitled to the eight hour movement.

A correspondent of the Bonanza who has more than a local reputation ventures the assertion that Congress cannot exact any form of an eight hour law that will defy the test of the courts. He makes the point that Congress cannot legislate for one class of labor without regard for the rights of other forms of manual occupation. He insists that this would be class legislation, which no lawyer of experience would try to foist on the country.

This is the real issue at the bottom of the whole controversy, since it enters into the life of every man who is condemned to earn his bread by the sweat of his brow. We are all alike. Every man is trying his best to procure the most money for his services, but, when it comes to the point where legislative discrimination is shown, the man suffering from invidious selection will think he is justified in asking for an explanation for the preference of one class over that in which his lot is cast. If eight hours is to become the gauge of service for the knights of the rail, why should the humble equities, the peons of the parlor coach and sleeping car not receive the same consideration? If there is one class more than another deserving of consideration it is the porter on the sleeping car and day coach, who often has to eke out a living by renting pillows to ordinary passengers. Few of these men receive more than \$25 to \$30 a month, which is a long way from the men banded together in the upper brotherhoods who are locking horns with the railroad managers in an effort to exact better terms from the latter. Legislation will not cure the ills of society any more than a quack can cure a cancer. The greatest leverage to be exercised is the mere fact that the country cannot endure a strike of the magnitude such as proposed. The consequences would be too sweeping and widespread and such as would defeat the primary objects of a strike. It does not stand to reason that 100,000,000 people will stand idly by and see their loved ones suffer for the actual necessities of life. What is more, they will not stand it. The railroads will be operated at all hazards. If they are not operated by their regular crews then they will be operated by an incensed people, whose vengeance will be visited on the heads of the men responsible for the provocation.

So far politics has played too great a part in the negotiations. There has been too little said of the masses and too much of the classes. There has been too great an effort to placate one side and propitiate the other, rather than the exercise of a masterly directing hand with wholesome counsel. A general strike is impending because of the evil of vacillation and instability bordering on insanity engendered by the proximity of a presidential election.

BATTLES OF THE MONEY BAGS

WITH Rumania in the war game it means England has one more poor relative to support and one more parasite to sustain in her struggle to whip Germany. This seems the best way to play the game, since it is the only way to fatten in the midst of war's wild alarms, for the obese plutocrat is not going to suffer for want of followers. Poor Portugal, without a dollar to her name, was tempted from the paths of peace and happiness to vault into the arena, and a thousand influences are at work trying to corrupt Greece to forsake fireside and kindred for the sanguinary delight of carving up one another under the guise of fighting for liberty. Declarations of war have become banal. They are banded about so freely that they lose their significance and descend to the ridiculous. The sight of Portugal declaring war against Germany is enough to make the angels weep, while the fact that Italy has suddenly plucked up courage, after six months warring with the kaiser's ally, Austria, borders on the absurd. The big bearded Russian bear, slowly descending from the Carpathians, is the influence that has brought Rumania to a sense of the necessity for doing something and compelling her to get off the fence and fish or cut bait. She had to fish; there was no other way out of the mess without taking a chance of getting a sound thrashing to boot. The evaporation of one more junior nation simply adds another stepping stone for the bear that walks like a man to force his way through to the Dardanelles, where in the minareted mosques of Constantinople the czar will rest and wait for the others to adjust their differences. Russia is going to get Constantinople and that is all there is about it. Eight million trained and armed soldiers are coming into the fray. Every other nation has about exhausted its human resources, while Russia is beginning to show what it can

GOOD FELLOWS GET TOGETHER.



—Evans in Baltimore American.

do with illimitable hosts and unlimited supplies at her command. The Turk and Bulgar is expected to declare war today or tomorrow, but no one knows why such amenities should not be dispensed with, since the code of international law was wiped out the moment Germany set foot in Belgium or the allies seized Saloniki as a means to an end.

Japan is not a protective nation, but she knows enough to place a tariff on tungsten to prevent competition with the cheap product of Peru.

WIRELESS TORPEDO OFFERED NATION

(By Associated Press.)

WASHINGTON, August 23.—Maj. Gen. Wood, commanding the army's eastern department, has been appointed head of a board to pass judgment on the radio controlled torpedo. Provision for the purchase from the inventor, John Hays Hammond, Jr., is made in the fortification bill. The War department is authorized to expend \$750,000 for the purchase of exclusive rights.

During experiments a small motor boat was driven in any direction at

a distance of several miles from shore, responding instantly to the will of a radio operator in the shore station.

MEXICAN CONFERENCE OPENS WEDNESDAY NEXT WEEK

(By Associated Press.)

WASHINGTON, August 23.—The American-Mexican joint commission will meet at Portsmouth, N. H., probably Wednesday or Thursday of next week. The day will be set by the commissioners themselves at a preliminary conference to be held in New York on Monday.

Forty watt Edison Mazda lamps at 27 cents. Lundlee Bros. Adv. A181f

Midland Garage and Machine Works

The Garage with real mechanics and equipment.

WE KNOW HOW TO DO IT. Firestone Tires
Our cast iron Brazing and Radiator work is guaranteed
Studebaker Service Station

Phone 2142

P. O. Box 1131

ASSESSMENT NOTICE NO. 6

CASH BOY CONSOLIDATED MINING COMPANY

Location of principal place of business, Carson City, Nevada. Location of mine and works, Tonopah, Nye County, Nevada.

Notice is hereby given that at a meeting of the Board of Directors held on the 15th day of July, 1916, an assessment of one cent per share was levied upon the capital stock of the corporation, payable immediately, in United States gold coin, to the Secretary, at the branch office of the company, Tonopah, Nevada.

Any stock upon which this assessment shall remain unpaid on the 1st day of September, 1916, will be delinquent and advertised for sale at public auction, and unless payment is made before, will be sold on Monday, October 16th, 1916, to pay the delinquent assessment, together with the cost of advertising and expenses of sale.

By order of Board of Directors.
E. H. MEAD, Secretary.

Tonopah, Nevada.

AIRDOME

Social Dance Every Wednesday
and Saturday Nights



PROSPECTORS

OUTFIT FOR "GRUB" AT

Roberts & Nutto's

Good Goods, Fair Prices,
Courteous Treatment

DEATH OF BISHOP BREWER

(By Associated Press.)

HELENA, Mont., August 23.—Bishop L. R. Brewer, of the Montana diocese of the Protestant Episcopal church, died here last night, aged 77.

Try a small adlet in the Bonanza.



"This Is the Kind I Want!"

"Mother tried all brands, she knows which is best—knows how to get good, wholesome bakings every day—how to save Baking Powder money—avoid bake-day sorrows."

"She likes the wonderful leavening strength—fine raising qualities—absolute purity—great economy of

CALUMET BAKING POWDER

"Don't think the Baking Powder you now use is best. Try Calumet once—find out what real bakings are."

Received Highest Awards
New Gold Book Free—
See Slip in Pound Can

Cheap and big can Baking Powder does not save you money. Calumet does—it's Pure and far superior to sour milk and soda.

Application No. 4076

Notice of Application for Permission to Appropriation of the Public Waters

of the State of Nevada

Notice is hereby given that on the 15th day of July, 1916, in accordance with Section 59, Chapter 140, of the Statutes of 1913, one Edward J. Schaefer, of Ash Meadows, County of Nye, and State of Nevada, made application to the State Engineer of Nevada for permission to appropriate the public waters of the State of Nevada. Such appropriation is to be made from Longstreet Spring, at a point in the NW 1/4 of NE 1/4 of Sec. 22, T. 17 S., R. 20 E., M. D. B. & M., by means of a ditch, and 14 cubic feet per second is to be conveyed to the NW 1/4 of Sec. 15, SW 1/4 of NW 1/4 of Sec. 15 and NW 1/4 of NW 1/4 of Sec. 22, T. 17 S., R. 20 E., M. D. B. & M., by means of a ditch, and there used for irrigation purposes from January until December of each year. Water not to be returned to stream.

Signed: W. M. KEARNEY, State Engineer.

Date of first publication, Aug. 14, 1916.

Date of last publication, Sept. 11, 1916.

Price Announcement

The following prices on Ford Cars, f.o.b. Detroit, Michigan, will become effective August 1st, 1916.

Ford Runabout	\$345.00
Ford Touring	\$360.00
Ford Coupelet	\$505.00
Ford Town Car	\$595.00
Ford Sedan	\$645.00

We guarantee that there will be no reduction in the above prices prior to August 1st, 1917, but can give no assurance whatever against an advance in these prices at any time.

Tonopah Auto Supply Co.

ATTORNEYS

FRANK K. PITTMAN

ATTORNEY-AT-LAW
Rooms: 506-507 State Bank and Trust Co. Building
TONOPAH NEVADA

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LAWYER
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TONOPAH NEVADA

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Offices now located on the fifth floor
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Phone 892
Tonopah, Nevada

F. R. McNamee Leo A. McNamee

McNamee & McNamee
LAWYERS
LAS VEGAS, NEVADA, and
420 2 P. E. Building, Los Angeles, Cal.

Advertise in the Bonanza

Nevada First National Bank of Tonopah

CAPITAL, \$100,000

The Buick "Light Six"

\$1205--f.o.b. Tonopah

The Classiest Light Car Ever Brought to Town

R. J. HIGHLAND, Agent

For Sale--Slightly used Maxwell Touring Car, fully equipped, \$600. Terms, if desired

THE RIVERSIDE HOTEL

RENO, NEVADA

H. J. GOSSE, Mgr.

On the banks of the Truckee river. Strictly modern in every respect. Where you can find southern Nevada people. Dancing is a feature every evening, except Sunday, at the Riverside In

The Lanai Cafe

Outfit for the Hills

PICKS, SHOVELS, DRILL STEEL, POWDER, CAPS,
FUSE, SINGLE AND DOUBLE JACKS, ALL MAN-
NER OF COOKING UTENSILS, FORGES, MOR-
TARS AND PESTLES, GOLD PANS, ETC.

TONOPAH HARDWARE CO.

CAMPBELL & KELLY FOUNDRY and MACHINE SHOP

"Tried in the Fire"

TAKING ORDERS AND FILLING THEM
AUTO REPAIRS A SPECIALTY
TONOPAH, NEVADA

FRESH MEATS

FISH - and - POULTRY

We Handle Only First-Class Nevada Beef

TONOPAH-GOLDFIELD MEAT COMPANY

THINK!

WAKE UP, YOU OR SOME MEMBER OF YOUR FAMILY MIGHT BE NEXT. HAS BAD SANITATION INCREASED THE DEATH RATE? ANSWER.

DEATHS

1913	75
1914	78
1915	101

Think it over. Concerted action for sanitation might save lives.

National Realty and Investment Co.
208 Main St., Tonopah, Nev.

TONOPAH CLUB

The Most up-to-date house in town
OPP THE POSTOFFICE
Everything strictly first-class
NICK ABLEMAN, Proprietor

THE BANK BUFFET

ARTISTICALLY ARRANGED UNEXCELLED SERVICE
AN ATMOSPHERE OF CONGENIALITY AND GOOD FELLOWSHIP

WALTER DRYSDALE, Proprietor

THE TIDEWATER

Goldfield to San Diego and Return—15 days—\$30.75
Goldfield to Los Angeles and Return—15 days—\$27.75
Goldfield to San Francisco and Return—15 days—\$34.00

SALE DATES—EVERY FRIDAY AND SATURDAY

Goldfield to San Diego and Return—90 days—\$37.00
Goldfield to Los Angeles and Return—90 days—\$33.25
Goldfield to San Francisco and Return—90 days—\$40.75

SALE DATES DAILY EXCEPT SUNDAY—
—STOP OVERS ALLOWED
Electric Lighted—Electric Cooled—Pullman
Electric Lighted Chair Car.
Beatty to Los Angeles

H. R. GRIM
Tonopah

DAVE ASPLAND,
Goldfield